

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: AL-V-B-304

Name: #1042-MD 47 over North Br. of Jennings Run.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____	

Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

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MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. AL-V-B-304

NAME AND SHA NO.: 1042

LOCATION

Road Name and Number: MD 47 over North Branch of Jennings Run

City/Town: Barrelville ☒ vicinity

County: Allegany

Ownership: ☒ State ☐ County ☐ Municipal ☐ Other

Bridge projects over: ☐ Road ☐ Railway ☒ Water ☐ Land

Is bridge located within designated district?: ☐ yes ☒ no

☐ NR listed district ☐ NR determined eligible district

☐ locally designated ☐ other

Name of District ☐

BRIDGE TYPE

☐ Timber Bridge

☐ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete

☐ Stone Arch Bridge

☐ Metal Truss Bridge

☐ Moveable Bridge

☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf

☐ Vertical Lift ☐ Retractable ☐ Pontoon

☐ Metal Girder

☐ Rolled Girder ☐ Rolled Girder Concrete Encased

☐ Plate Girder ☐ Plate Girder Concrete Encased

☐ Metal Suspension

☐ Metal Arch

☐ Metal Cantilever

☒ Concrete

☐ Concrete Arch ☐ Concrete Slab ☒ Concrete Beam ☐ Rigid Frame

☐ Other Type Name ☐

DESCRIPTION

Describe the Setting:

A gently rolling, forested area surrounds Bridge 1042 in this rural region of northwestern Allegany County. Located in the Appalachian Plateau physiographic zone of Maryland, MD 47 forms an ess-curve as it crosses the North Branch of Jennings Run in a north-south direction over the southerly-meandering stream.

Describe the Superstructure and Substructure: (Discuss points identified in Context Addendum, Section C)

Bridge 1042 consists of two 22-feet long, concrete-beam spans carrying 24 feet of clear roadway composed of two traffic lanes. Set atop a concrete pier and abutments composed of concrete, stone and gabion, the bridge also possesses w-beam guardrails protecting both approaches. W-beams also function as railings on the bridge.

A recent inspections of the bridge have identified areas of spalling, cracking and deterioration on the bridges structural members. Girder G5 exhibits a large spall two feet in length, three inches wide and three inches deep with exposed, rusting reinforcing bars, stalactites and exudation. Girders G1 and G2 also possess deep spalls on their faces in addition to minor cracking. The pier displays large, transverse cracks under girders G3 and G4 and a two foot wide, 18 inch deep area has deteriorated and spalled off. Mortar in the abutments feature vertical cracks and efflorescence.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

A 1958 inspection report describes deteriorating concrete on the base of the parapet's exterior faces. A 1975 report indicated that guardrails had been installed on the bridge by that date. The wing walls on the upstream side of the bridge were replaced with gabions at an undetermined date.

HISTORY

When Built: 1923

Why Built: Unknown

Who Built: State Roads Commission

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Who Designed: Unknown

Why Altered: Deterioration of the parapets during the late 1950s.

Was this bridge built as part of an organized bridge building campaign?: No. Examination of State Road Commission documents has not indicated construction of Bridge 1042 occurred during an organized building campaign.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☐ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Research has not revealed any associations between construction of Bridge 1042 and significant events in Maryland and/or local history.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Construction of Bridge 1042 does not appear to have had tremendous impact of the area's development and growth.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, Bridge 1042 is not located within an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

Due to the loss of its original parapet railing, Bridge 1042 is not a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Bridge 1042 possesses poor integrity of its character defining elements. In addition to the replacement of the bridge's original parapet railing, gabion serves as wing walls on the upstream side of the bridge. Severe spalling and deterioration of the bridge's beams and the pier also contribute to the bridge's loss of integrity.

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Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

In its present condition, Bridge 1042 is not a significant example of the State Roads Commission bridge building.

Should this bridge be given further study before significance analysis is made, and why?

No. Further study is unlikely to reveal any additional information linking Bridge 1042 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction. In addition, Maryland Historical Trust survey documents indicate that a previous evaluation of Bridge 1042 determined the bridge not significant.

BIBLIOGRAPHY

Maryland Inventory of Historic Properties

Survey information on file at Maryland Historical Trust, Crownsville, MD.

Maryland State Highway Administration

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

Spero, P.A.C., & Company, and Louis Berger & Associates, Inc.

1994 *Historic Bridges in Maryland: Historic Context Report*. Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland

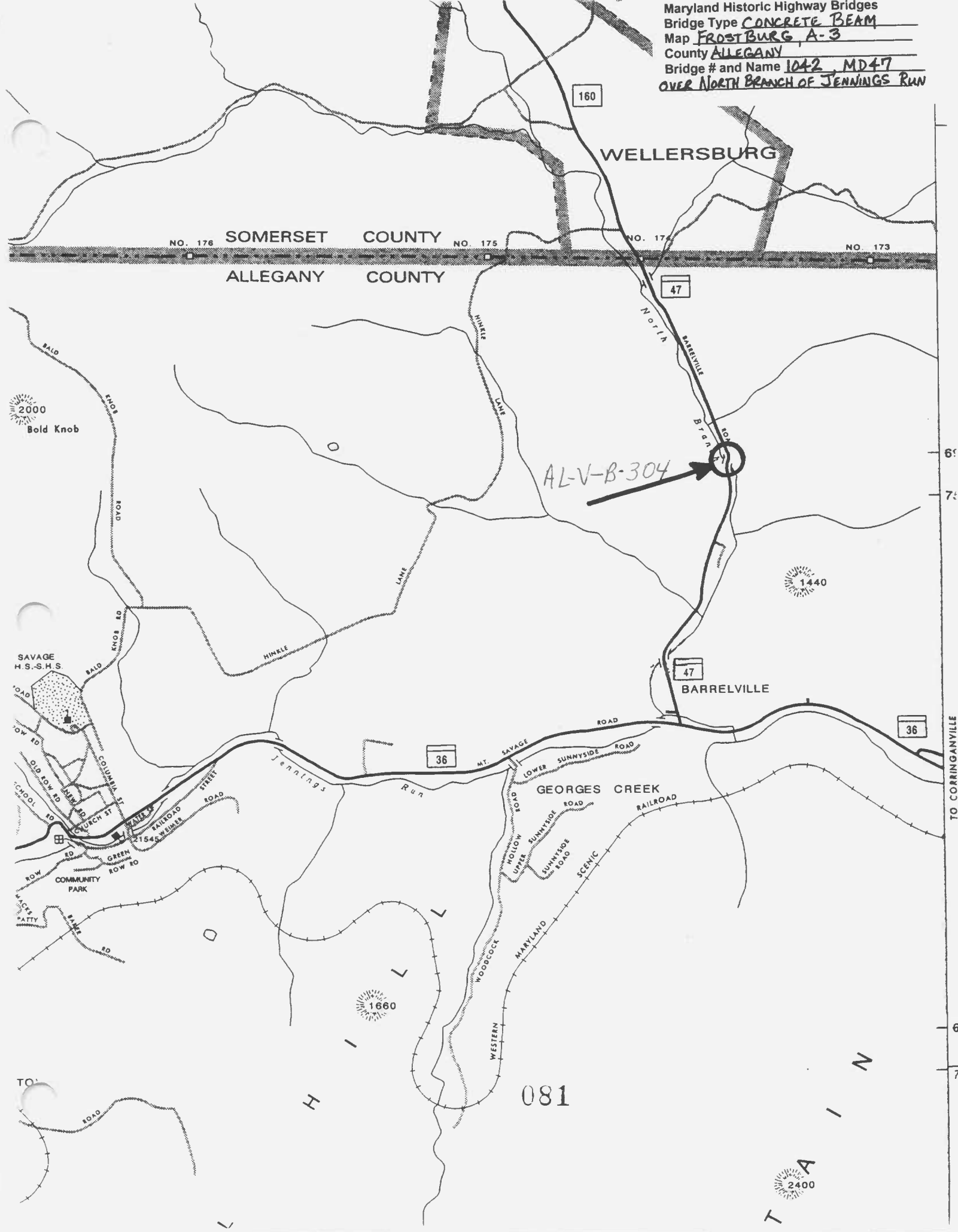
1958 *A History of Road Building in Maryland*. Baltimore.

SURVEYOR INFORMATION

Name: Stuart Paul Dixon
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Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map FROSTBURG, A-3
County ALLEGANY
Bridge # and Name 1042, MD47
OVER NORTH BRANCH OF JENNINGS RUN





BR # 1014210

AL-V-B-304

NORTH BRANCH OF JENNINGS RUN

ALLEGANY CO., MD

DAVID KING

2/2/95

SHA

SOUTH APPROACH

1 OF 4



BR#1014210

AL-V-B-304

NORTH BRANCH OF JENNINGS RUN

ALLEGANY CO., MD

DAVID KING

2/2/95

SHA

NORTH APPROACH

2 OF 4



BR# 1014210 AL-V-B-304

NORTH BRANCH OF JENNINGS RUN

ALLEGANY CO, MD

DAVID KING

2/2/95

SHA

WEST ELEVATION (UPSTREAM)

3 OF 4



BR # 1014210

AL-V-B-304

NORTH BRANCH OF JENNINGS RUN
ALLEGANY CO., MD.

DAVID KING

2/2/95

SHA

EAST ELEVATION (DOWNSTREAM)

4 OF 4